

"CAILLE"
PORTABLE MOTORS
FOR ATTACHING TO
ROTHROATS.

Shipments just to hand with
the latest improvements and
exclusive features not found
in others.

ALEX. ROSS & Co.,
Agents,
4, Des Vaux Road.
Tel. 27.

Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General
Post Office in the United Kingdom

At times of
crisis it must
be Bovril

BRITISH TO THE
BACKBONE.

No. 17,816

號六十八千七萬一第

日六初月五年卯乙

HONGKONG, FRIDAY, JUNE 18TH, 1915.

五拜禮

號八十月六年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
June 18th.—The English mail, per s.s. *SANDWICH*.
June 20th.—Europe (via Siberia), per s.s. *TAKA MARU*.
TO DEPART.
June 18th.—Europe (via Siberia), at 4 p.m., per s.s. *SANDWICH*.
June 19th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. *MAURA*.
June 19th.—Europe (via Siberia), at 4 p.m., per s.s. *CHENAS*.
June 21st.—Philippine Islands, Formosa, Keelung, Japan, via Moji, Victoria, B.C., Tacoma and United Kingdom (via Canada), at 1 p.m., per s.s. *CANADA MARU*.
June 22nd.—Europe (via Siberia), at 3 p.m., per s.s. *ANNU*.
June 23rd.—Europe (via Siberia), at noon, per s.s. *MANCHURIA*.
June 23rd.—Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America, and Canada (via San Francisco), and United Kingdom (via Canada), at noon, per s.s. *MAURA*.
June 26th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at noon, per s.s. *CHENAS*.
N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Batavia, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA
OCHI, MUTABE, YOSHINO, TANI,
NANAZUTA, SANO, SHINNEW
AND KANAYAMA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.
BRANCH OFFICES: NAGASAKI,
MOJI, KATSU, WAKAMATSU,
OYARU, MURORAN, HAKODATE,
OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSUBUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.
AGENTS:
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNEO Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914.

PEAK TRAMWAY COMPANY.
LIMITED.

TIME TABLE.

WEEK DAYS.
Every 15 minutes.
7.00 a.m. to 8.00 a.m. " " 10
8.00 " " 11.00 " " 15
11.30 " " 12.45 p.m. " " 15
12.45 p.m. to 1.15 " " 10
1.15 " " 1.45 " " 15
1.45 " " 2.15 " " 10
2.15 " " 3.00 " " 15
3.00 " " 3.10 " " 10
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 8.50 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
Every 15 minutes.
7.45 a.m. to 10.30 a.m. " " 10
10.30 " " 11.00 " " 15
11.30 " " 12.00 noon " " 15
12.00 noon to 1.00 p.m. " " 10
1.00 p.m. to 5.00 " " 15
5.00 " " 6.00 " " 10
6.00 " " 7.00 " " 10
7.00 " " 8.10 " " 10
NIGHT CARS on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th June, 1915.

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contradict Condensers, Stone's Manganese, Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1, 2, 3.
Length on Keel Blocks ... 510 feet ... 350 feet ... 714 feet.
Width of Entrance on bottom ... 77 " ... 53 " ... 85 ".

KOBE.
TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1, 7,000 tons. No. 2, 12,000 tons.
Max. Length of Ship taken in ... 460 feet ... 80 " ... 80 ".

HIKOSHIMA (Near Shimomuroki).
TELEGRAPHIC ADDRESS: "DOCK," SHIMOMUROKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 58 " 0 " ... 58 " 7 ".

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Cokes or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG.
TELEPHONE NO. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS.

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE INEVIST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRCE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tientsin) Shanghai Mail Steamer Services by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class	2nd Class	3rd Class	4th Class	1st Class	2nd Class	3rd Class	4th Class
11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.
1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.
3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.
4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.
6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.
8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.
9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.
11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above times do not include the Express Train North Fee.

To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.20 a.m. for Dairen a Compartment Car has been attached, on which First-Class passengers can secure sleeping accommodation on payment of Yen 2.00.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshikawa (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL TRAVELING CAR & EXPRESS TRAVELING CO., Messrs. THOS. COOK & SON; the NORDISC REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Codes: A.B.C. 5th Ed., A1, and Lieber's.

Tel. Add. "MANCHURIA."

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Dep. 1, and also at Antung, Chetoo, Shanghai, Hongkong, Manila, Singapore, and Peking.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.

MAMPEI HOTEL, KARUIZAWA.

3,270 FEET ABOVE SEA LEVEL.

THE BEST SUMMER RESORT IN JAPAN.

Dry and Invigorating Air.
Guides for the Ascent of the Volcano Atama.
Strictly First-Class Hotel in Karuizawa.
14 miles from the Railway Station.
Special Terms offered for Prolonged Stay.
Tennis Courts, Billiards, Library.
Cable Add. "MAMPEI" KARUIZAWA.
Phone No. 22, KARUIZAWA.
K. SATO,
Proprietor and Manager.

BLACKLOCK & MACARTHUR, LTD.

GLASGOW.

MANUFACTURERS OF

WHITE LEAD, PAINTS, COLOURS, VARNISHES,

OIL REFINERS, ETC., ETC.

CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL

AND FOREIGN GOVERNMENTS, RAILWAY AND

STEAMSHIP COMPANIES, ETC.

PRICES AND PARTICULARS FROM—

WM. STEWART & CO.

ALEXANDRA BUILDINGS,

SOLE REPRESENTATIVES.

Hongkong, 1st December, 1914.

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Slats to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for structural purposes.

Prices and Samples on application.

Telegrams—Rosewood. Telephone No. 11463. P.O. Box No. 539.

Hongkong, 2nd May, 1914.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkins's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 505, 581, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. | **NO. 2 DOCK.** Docking Length 375 ft. | **NO. 3 DOCK.** Docking Length 251 ft.

Every description of repairs work undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, lugs, lighters, constructional steel work, etc. Tender on short notice by letter or cable.

WAREHOUSE DEPARTMENT.

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,817 square yards, or 14 acres.

Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Berth, 500 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

1112

APPLICATIONS FOR AGENCIES IN CHINA AND JAPAN.

Should be sent to our Agent—

MR. T. RUDDIMAN JOHNSTON,

13, Mikawadai-machi, Azabu-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

HOTELS

THE HONGKONG HOTEL

AND

GRILL ROOM.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

FRANK L. COOKE,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE

HOTEL, most Central Location within

the vicinity of all the Principal Banks.

Noted for the best Food, Refinement

Accommodation and Cleanliness. Cuisine under

European Supervision. A First-Class String

Orchestra renders selections from 5.30 p.m.

to 11.30 p.m.

Special monthly terms for residents and for

Shipping people.

For further particulars apply—

MANAGER

Telephone 197.

Telegraphic address: "COMFORT."

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and

TOURIST HOTEL. Unrivalled for

Comfort, Health and Convenience. Telephones

in Every Room, prompt connection maintained

by six lines to Central.

Fifteen Minutes from Principal Landing

Stage. Moderate Tariff and Excellent Cuisine.

Roof Garden and Social Rooms. European

Runner meets Steamers.

P. O. PEUSTER,
Manager.

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL

is now OPENED under NEW

MANAGEMENT. The place has been re-

novated throughout and entirely refurnished.

Situated on the Praia Grande facing the sea,

a cool breeze is enjoyed all the year round.

LARGE and COMFORTABLE DINING

ROOM facing the sea. Cuisine under

experienced supervision. Terms moderate.

For further particulars, apply to—

THE MANAGER,
Macau.

Tel. Add. "Phoenix," Macau.

1st February, 1915.

"BOA VISTA HOTEL,"

MACAO.

THE above HOTEL will be Opened on

the 16th June, 1915, under European

Management.

Terms Moderate.

Apply to—

THE MANAGER.

Macau, 1st June, 1915.

THE VICTORIA HOTEL

AND

GRILL ROOM.

ON THE BRITISH CONCESSION, SHANGHAI,

CANTON.

THE ONLY EUROPEAN HOTEL

IN CANTON.

A la Carte Grill Room.

Dining Room seating 200 guests.

Elegant Lounge and Foyer

Social Hall and Music Rooms

Private Dining Rooms.

Ladies' Dressing Rooms.

Smoking and Reading Rooms.

Private Bar and Billiard Room.

Roof Garden.

Under the Management of Mr. and Mrs.

J. E. EYLES

ESTIMATIONS



The "easy chair" route to the world's best music

INSPECTION OF OUR NEW MODELS SOLICITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-6]

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

ASAHI BEER. KEROSENE.

THE DAI NIPPON BREWERY



N. CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA
HONGKONG.

CHILDREN OF FAR CATRAY

A SOCIAL AND POLITICAL NOVEL OF

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 200 Pages, and includes a Sketch Plate of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HARR, G.C.M.G., and Dr. A. RENWICK.

The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATRAY" an excellent volume for presentation to friends at home.

PRICE \$3.50.

To be obtained from Messrs. KELLY & WALKER, LTD., Messrs. BARNES & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SIR IAN HAMILTON.

BRITISH COMMANDER IN THE DARDANELLES.

A STORY OF MAJUBA.

At the moment that Englishmen are awaiting the development of the struggle for the Dardanelles, with the French Empire in the balance, it is announced that the Commander of the Expeditionary Force is General Sir Ian Hamilton, says *The Observer*.

Ian Standish Monteith Hamilton is a Scot. His father, Colonel Christian Hamilton, once commanded the 92nd Highlanders. An ancestor on his father's side was aide-de-camp to the first Duke of Marlborough. So that the commander before the Dardanelles is by heredity and upbringing a soldier.

Born at Corfu 62 years ago, he was educated at Cheam, and later went to Wellington College. From thence he proceeded to Germany and had the good luck to form a close friendship with the fine old Hanoverian General Dammers, from whom he learnt the language and much of the art and strategy of war. In 1873 he entered the 12th Foot, and later his father's old regiment, the 92nd, eventually with the 2nd battalion, the Gordon Highlanders, following the drum from garrison to garrison and working his way up. He went to India and had his first taste of active campaigning in the Afghan War. Hamilton was but a subaltern when the Boer War of 1881 broke out. With his regiment he was present at Majuba. He was in command of a weak picket. That dismal story needs no retelling, except that towards its close Hamilton rushed up to General Sir George Colley in the impetuosity of youth: "Forgive my presumption, sir," he said, "but will you let the Gordon Highlanders charge with the bayonet?" "No presumption, young gentleman," replied Colley with freezing calmness. "We'll let them charge us; then we'll give them a volley and charge."

The whole scene changed and broke. Colley was shot. The Boers occupied the position. Hamilton, shot through the wrist and covered with blood, with Hector MacDonald and many others, were taken prisoners. Hamilton was wearing his father's sword. He declined to surrender it even then. Luckily General Joubert arrived, and admiring his courage, permitted him to retain it. Six months he was a invalid. To-day his paralysed and withered fingers on one hand he terms "my glorious deformity from Majuba."

SUDAN AND INDIA.

He returned to India, and was coming home on leave when he stopped at Suva. The Sudan campaign had begun. The Gordon Highlanders had gone up towards Wady Halfa. He surmounted all the red tape put in his way and got in his command, and fought with distinction, receiving the "D.S.O." for his services. Returning to India he became aide-de-camp to Lord Roberts' Staff, and in those piping times of peace turned his talent to literary work. He published "The Fighting of the Future," "A Journey in a Junk" and a volume of verses, "The Ballad of Hadji and the Bear," which won high praise from Andrew Lang, who dedicated a volume of poems to him, in the following lines:—

To you, who know the face of war,
You, that for England wander far,
You that have seen the Ghazis fly,
From England lands not sworn to die,
You that have lain where, deadly chill,
The mist crept o'er the Shameful Hill,
You that have conquered, mile by mile,
The currents of unfriendly Nile,
And cheered the march, and eased the strain,
When Politics made valour vain,
I, to you from banks of Ken,
We send our lays of Englishmen!

IN SOUTH AFRICA.

He went through the Chitral Expedition and the Tirah Campaign, commanding the 3rd Brigade, in 1897-98. He had been at home only a few months when the South African War broke out. As Lieutenant-General he commanded the column on the flank of Lord Roberts' main army from Bloemfontein to Pretoria. His force overcame the brunt of Boer resistance, marched more than 400 miles, fought ten general actions and 14 smaller affairs and captured five towns. Before Johannesburg General Hamilton came up, and as long senior to Hamilton would automatically assume command. Such was the good feeling and mutual confidence between these two soldiers who had been together at Ladysmith that the possibility of misunderstanding never arose. After that victory Ian Hamilton spoke a few brief words of thanks and praise to the Gordons, "the regiment my father commanded and I was born in"; and Lord Roberts wrote him, "I am delighted at your repeated successes." He was present at the triumphal entry into Pretoria, and came home after serving as Chief of Staff to Lord Kitchener.

WITH THE JAPANESE ARMY.
He has done many things since. With the Japanese army in Manchuria he brought home the lessons of that campaign. Chosen as General Officer Commanding-in-Chief Mediterranean and Inspector-General Overseas Forces in 1910, he has visited the Colonies and Dominions. It is accurate to say that no officer knows more about the British Army at home and abroad: none has a better vision of its capacity.

Tall and distinguished, his features are a reflection of his versatile mind and amiable character. Essentially a "likeable" man, he has met almost every distinguished soldier of his day. The Kaiser has decorated him with the 1st Class Order of the Crown of Prussia and the 1st Class Order of the Red Eagle. His medals and clasps and his "mentioned in despatches" would fill much space.

It is one of the surprises of "this secret war" that Hamilton has appeared to command one of the finest fighting forces ever gathered under the British flag.

Much has been expected of this strong, determined, brilliant officer in the past. With his adjutant, General D'Amade, in command of the French Colonials and the Senegalese, his force has before it one of the most difficult operations of this greatest of wars. Lord Kitchener knew his man when he chose him. Lord Kitchener does not make mistakes in that matter.

THE NEW ENGLISH.

ENEMY'S PRAISE OF OUR TROOPS.

The opinion of a German officer who took part in the battle of Neuve Chapelle on the new British Army in France is quoted at length by Mr. Herbert Corey, who is with the German Army in France. Mr. Corey states that the battle is still a topic of constant conversation among the Germans. The officer in question declared:—

"There were two lessons to be learned from that engagement. The first is that an entrenched position can be taken if the price is paid. The second was a bit of a surprise for us. It is that the new English troops are better than the old. We hadn't expected that."

The Germans believed, incredible as it may seem, that the "new British" troops consisted of raw, undisciplined gutter-snipes. After explaining this, Mr. Corey proceeds to quote the German officer as saying:—"These men who charged us at Neuve Chapelle were not gutter-snipes. They were not slum sweepings. They were the best blood in England."

He said he saw their faces both in fight, as prisoners, and as they lay dead in the field. They were lean, full-templed, long-jawed men. Those who went first under that hellish fire were youngsters for the most part, men who looked as though they were sons of good fathers, or city clerks, or boys who had played in the open air. He was enthusiastic about them.

WONDERFUL FEAT.

"Let me tell you of one thing I saw. It was the most wonderful deed I have ever heard of on any field. I think it was the West Kent Regiment. They charged across the open field against us. Our fire was as though we had played a stream of bullets upon them. As they came across that open space, cheering and waving their rifles, I could see the men stumbling and falling forward on their faces and dropping sideways. Gaps opened in the line, so that I can remember seeing the landscape behind them. But they always closed."

The Englishmen took cover at last, having gained the last possible inch; but they were hopelessly exposed; they could not stay. Finally the order came to fall back. They had 100 yards to go. What do you think those brave god-like fools did? Instead of crawling back as the men of any other nation would have done—as trained soldiers are told to do—they rose to their feet, they walked back. No, by heaven, they strode back. They stopped to light cigarettes, they picked up their wounded and carried them home. They were cut down by the score, but they did not hurry their pace."

The officer continued:—"You cannot imagine what that first English fire was at Neuve Chapelle. It burst upon us like a sudden storm in the early morning. We had not known that they had concentrated their artillery on our front. Now we find from their own papers that they had more than 350 guns upon a front of perhaps 2,000 yards—that is, at the rate of one gun for every six yards. It is not possible to jam them any closer because the servers need elbow room. The clamour was maddening. It beat upon my temples as though with a hammer. I did not think at all of the danger—I was in. I prayed for this hellish noise to cease."

There was one masked German battery almost in the centre of the arc of British fire. It replied, of course. We always reply. Under the swift flow of that cannonading, concealment was simply washed away. The men at the battery were killed. One gun was struck fair on the side by a heavy shell and thrown high in the air. The captain of the battery and one officer alone lived."

THE "MAD ENGINE-DRIVER."
GERMAN PARABLES AND THE CENSOR.

Criticism of the Emperor in Germany, says the Paris correspondent of the *Morning Post*, is a dangerous occupation and, with the vigorously vicious censorship in force, difficult to achieve, even though the editor of the newspaper responsible is willing to risk the pains and penalties involved.

The *Freie Blätter*, according to the *Liberte*, has frequently found itself and its editor, Otto Schiff, in difficulties with the censor, and has often appeared with unsightly blanks in its pages. Last month, however, it came out with a sensational series of headlines: "Terrible catastrophe—Engine-driver goes mad—Numerous victims." The letterpress described a terrible railway accident in the United States. The engine-driver had gone mad, and had driven his train full tilt into one coming in the opposite direction. All the passengers were killed.

M. Schiff pointed the moral of the extreme unwisdom of entrusting so many human lives to one man, whose brain, like that of other men, was liable to become deranged. He added, too, that the passengers would have acted wisely in getting rid of the driver before the express started, as he then was showing signs of mental disorder.

A week later the *Freie Blätter* discovered and described a similar accident that had occurred in South America, and again the week after in China. Language, description, and comment were almost identical. The censors said nothing. Presumably, however, the railway realised that the astonishing railway disaster was an allegory, the mad engine-driver being the Emperor and the unhappy passengers the German Empire. But so far no action has been taken, doubtless in order to prevent the censor looking ridiculous, and apparently Otto Schiff will be able to go on describing such catastrophes as occurring week after week in remote countries all over the world save and except only in Germany.

And several of his readers will appreciate the meaning of his allegory.

WAR NEWS.

THE COST OF TORPEDOES.

In an illustrated article in the *War Budget* some arresting facts are given with regard to torpedoes. These terrible engines of destruction cost from £700 to £1,000 to construct. The internal mechanism include a high-speed rotating engine, shafts and gears, a gyroscopic apparatus and from 200 lbs. to 250 lbs. of high explosive. In some of the latest German submarines, torpedoes with a diameter of 21in. are carried. They travel at the amazing speed of 48 knots, have an effective range of nearly seven miles and contain a contrivance for warming the air during their flight.

AN INTREPID FRENCH AVIATOR.

The *Matin* reproduces an aviation officer's account of how he prevented an aeroplane from raiding Paris. He was a member of the new rapid squadron. The enemy aeroplane was 8,000 feet up; I having the faster machine rose to 9,000 feet and rapidly overhauled the enemy; I had such a way on that I shot past the enemy within thirty feet and got a bullet in the shoulder; the enemy tried sinking quickly; I flew over him; my lieutenant got in a volley point blank; the enemy machine plunged headlong to the ground from 6,000 feet and crumpled up bounded along the hillside like a rabbit; the airmen were both killed; one was Buelow of the Imperial Guard; the machine carried ten large bombs and forty grenades.

ENEMY'S STARVATION SCHEME.

100,000 TO GO FOODLESS IF BELGIAN RAILWAYMEN REFUSE TO WORK.

The *Amsterdam Telegraaf* says that if the Belgian railway employees continue to refuse to work under the Germans the latter will prohibit any further assistance to be rendered by the town councils.

This means that if the employees continue to refuse to serve 100,000 people will have to starve. The enemy's starvation scheme has already been started in Nyvel, where the Burgomaster and a senator have refused to obey the command to discontinue any further relief, and have consequently been placed under arrest.

The *Telegraaf* says that this latest scheme of the Germans will result in an international protest.—Exchange Telegraph Company's Special.

THE OPERATIONS ON THE WESTERN FRONT.

Commenting on the great Austro-German movement, the *Times* military correspondent on May 28th said there may be in all some thirty-four or thirty-five corps, amounting at the outset to not less than 1,250,000 men, engaged, and the attack evidently was meant to be decisive. The Austro-German wings hitherto have been checked and driven back, but by bringing up a mass of heavy guns with an almost unlimited supply of ammunition and by reckless expenditure of human life the Germans crossed the San. The most important, however, and perhaps the more critical are the Austro-German attacks which are developing south-east of Przemyśl. Here not less than seventeen Austro-German army corps are engaged, and there is nothing at present to show that the Austrian armies have been weakened by withdrawal to face Italy. From the facts at present known penetration into the Russian centre is more to be feared than any misfortune upon the wings.

MORE WARS TO FOLLOW.

PROPHET OF A VAST SERIES OF STRUGGLES.

Professor Ridgway, speaking at a meeting of the Eugenic Society, said that the nation had been brought into the present struggle by a combination of millionaires who were frequently alien in origin, and their dupes the masses, while the same forces were exercising a baneful influence on the prosecution of the war. Far from this being the last war, the hard facts pointed rather to its being the first of a vast series of struggles different from those yet known. The earth's waste spaces were now getting filled up, and the struggle for existence, not merely kingly ambitions, was the great stake for which Germans and British were now fighting. Henceforward each new struggle would be more desperate.

Discussing recruiting, Professor Ridgway said the voluntary system, never a good one, had now become a great danger. The terrible losses of this war all fell on the best breeding stock of the race. We must widen the basis for our supply of soldiers. Our chief hope of safety must be in universal military service.

SHANGHAI AND THE WAR.

Mr. F. C. Heffer, for many years a well-known resident in Shanghai, has joined the 8th Battalion Royal Berkshire Regiment, which, according to a letter recently received from him, was in training on Salisbury Plain, with the expectation of leaving shortly for the Dardanelles. Mr. Heffer, who was a member of the firm of Heffer & Co., Kaitung Road, was for some twenty years engaged in business here as a silk merchant, and took a leading part in the affairs of the British community. He was for some time a member of the Municipal Council, and rendered valuable service. In social life he was popular, and much esteemed, and all branches of sport claimed his active interest and support. The news that Mr. Heffer is with the army will no doubt come as a surprise, since he left Shanghai some few years ago with the intention of retiring.

Dr. A. F. Cole, of the C.M.S., Ningpo, has been recommended for a commission in the R.A.M.C.

Dr. B. Scott-Browns, also of the C.M.S., Ningpo, who left China to volunteer for active service with the R.A.M.C., is now in France.

Dr. C. F. Strange, of the Hanchow Hospital, has been recommended for a commission in the R.A.M.C.
Mr. C. D. Dixon, son-in-law of Dr. Timothy Richard, who is a 2nd Lieutenant in the 9th Somerset, is in training with his regiment in Cornwall.

MUTUAL AID SOCIETIES IN CHINA.

PROGRESS OF THE NATIONAL SALVATION FUND.

NEW SCHEME STARTED THIS WEEK.

The promoters of the National Salvation Fund continue to urge its claims upon all classes of the community, and in Shanghai, at any rate, enthusiasm for the scheme is being kept up, in spite of the criticisms of those who think that the proposal does more credit to the hearts than the heads of its originators. For the purpose of enabling leading merchants in various branches of business to discuss methods of raising money for the fund, a meeting was held on Thursday afternoon at the Cotton Yarn Merchants' Guild.

The meeting, which was of a private character, was attended by many provincial merchants, commission agents, and Customs brokers, says the Chinese Press. Mr. Yu Ya-ching, provincial secretary of the National Salvation Fund League, explained the purpose of the meeting, and Mr. Chen Jen-fu, banker and ex-Chairman of the Chinese Chamber of Commerce, reported the progress which has been made since collections for the fund began two months ago.

He informed the meeting that over one hundred branches of the League have been established. In Shanghai, about \$640,000 have been deposited with the Bank of China and the Bank of Communications, and more than \$700,000 had been promised. The amount subscribed in Peking had reached \$1,940,000, and the contributions from various provincial cities totalled \$2,169,000. Military, administrative, police, and other Government officials had arranged to contribute one month's salary to the fund, and the sum expected to be derived from this source (the Chairman is reported to have said) will exceed \$10,000,000. Already, \$20,000,000 of the \$50,000,000 sought is assured.

INCREASE OF FREIGHTS.

The Chairman of the Chinese Chamber of Commerce (Mr. Chou Chin-cheng) again brought forward the proposal, rejected by the shipping companies some weeks ago after protests had been made by the merchants, that freightage be increased by twenty per cent., the increase to be voluntarily subscribed to the Salvation Fund. The proposal was received with great favour and was unanimously accepted. It was agreed that for the present the proposal should apply only to imports from the Yangtze ports, and that it should gradually be extended to other cargoes. The banker's receipt is to be held by the hong or merchant making the contribution. Branch offices are to be notified as soon as the scheme is in operation. The Chairman heartily thanked the merchants for their generosity and public spirit in agreeing to the proposal.

Yesterday afternoon a meeting held at the headquarters of the League was attended by a number of prominent Chinese residents in Shanghai and substantial additions to the fund were made.

ANOTHER PATRIOTIC SCHEME.

Another patriotic movement is that to which the name of the Mutual Help Society of China has been given. Amongst its members are many who admire the idea underlying the National Salvation Fund, but who are strongly of opinion that, even if the full amount of \$50,000,000 is collected, it will be hopelessly inadequate for the objects in view, viz. the reformation of the army and navy, and the establishment of industrial enterprises.

The Mutual Help Society proposes to take quite a different line. A provisional committee, consisting of Messrs. Tang Shao-yi, Wu Tung-fang, T. H. Lee, S. H. Tsao, Y. C. Tong, W. Chi-hsu, N. Y. Chang, Chu Yu-yun, and Chu Pao-kang, was formed some weeks ago and instructed to draft a constitution for the new Society. This was done, and the result was submitted to a meeting of those interested who assembled at the Chinese Y.M.C.A. on Wednesday afternoon.

PROMOTION OF EDUCATION.

The Committee's suggestions were that the organization should be called the National League of China, and that its general aim should be that of creating a better understanding and unity of purpose among the people of the various provinces, and promote education. One of the suggested methods towards promoting national interests was that the Society should establish a department to investigate home and foreign industries with a view to the encouragement of Chinese enterprises. The proposed constitution, embodying the suggestions stated, was vigorously discussed. One or two members of the provisional committee insisted that the Society should be entirely non-political, in order that complete freedom of action for the general welfare might be secured, whilst at the same time removing all obstacles to influential official support. A point of special interest is that the committee proposed to admit to membership foreigners in sympathy with the movement.—*N.C. Daily News*.

TRADING WITH GERMANS IN CHINA.

An Exchange Telegraph message from Peking published in the Home papers on May 20th states that Manchester goods consigned to Germans are continually arriving at Tientsin, thereby damaging Britain and enhancing German prestige amongst the Chinese. Britishers hope the Government will take action and promulgate drastic regulations forbidding trading with the enemy.

The Governor of Ceylon has received news that his eldest son, Capt. Chalmers, Suffolk Regiment, is reported wounded and missing since May 10th, and that his second son, Lieut. Robert Chalmers, 15th London Regiment, died of wounds on May 25th. Lord Kitchener has cabled sympathy. Captain Chalmers was wounded shortly after the outbreak of war, but returned to the trenches.

Journal of Management Studies, 36(7), 809–826.

NEW ADVERTISEMENTS

POLO.

UNDER the Distinguished Patronage of His Excellency Sir HENRY MAY, K.C.M.G., Major-General KELLY, C.B., and Commodore ANSTUTHER, R.N.

A POLO MATCH will be played at CAUSEWAY BAY, ON WEDNESDAY, JUNE 23RD, AT 5.30 P.M. Weather permitting.

IN AID OF THE

BELGIAN ORPHAN FUND.

IRELAND THE REST

Major-General KELLY, C.B., and Commodore ANSTUTHER, R.N.

By kind permission of Major Nicholson and Officers of the Regiment.

The BAND of the 18th LIGHT INFANTRY will attend.

ADMISSION:

To seats and tea provided by the Members of the Hongkong Polo Club, \$2.

Admission to ground for N.C.O.s and men of H.M. Regular and Territorial Forces and their wives, also the British Employees of H.M. Naval Yard, 25 Cents.

Refreshment Tent in Aid of the Fund.

By the kindness of the Hongkong Tramway Co. Extra Cars will be run to Causeway Bay from 4.45-5.30.

Hongkong, 18th June, 1915.

TO LET.

IN CHATER ROAD, facing the Cricket Ground, ROOMS suitable for Offices.

Apply to—Care of "Daily Press" Office.

Hongkong, 18th June, 1915. [670]

S.S. "SAIKAI MARU."

THE above Steamer will be despatched for SAN FRANCISCO Direct on or about the 1st July, 1915.

For Freight and particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 18th June, 1915. [671]

NOTICE.

THE 6 PER CENT. INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE Public are hereby notified that the SECOND PAYMENT OF INTEREST of the 6% Internal Loan of the 3rd year of the Chinese Republic (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations governing the Payment of Interest of the Loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorized for the Payment of Interest, the following important points are hereby published for general information:

1. The date when the Payment of Interest begins:

30th June, 4th Year of the Chinese Republic.

2. The Organs authorized for the Payment of Interest:

a. All Magistrates' Yamen.

b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.

c. The Reliable Agents of the above-mentioned two Banks.

d. All Maritime Customs Offices.

3. The Methods for the Claiming of Interest.

The Public when Claiming for the Interest must submit the matured Coupons and proceed to any of the above-mentioned Organs with the said Coupons. The said Organs after examining the said Coupons will pay the Interest and retain the Coupons as paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not submit the Coupons themselves, as the said Bonds have to be examined first by the Organs concerned.

The Matured Coupons can be used as cash in Payment of Land Tax. The Interest of the Coupons is expressed in term of "Big Dollar," and if it is required to be converted into Taels or Copper Cash, then the Rate of Exchange for different districts will be decided and posted in conspicuous places by the various Financial Departments concerned.

The blank Coupon No. 1 of each Bond must be cut down at the time when the Coupon No. 2 is presented for payment in cash or for payment of Land Tax and to be handed over for cancellation together with Coupon No. 2. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorized Organs above-mentioned.

By Order.

THE BUREAU OF NATIONAL LOANS. [668]

G. R.

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST MARSHAL Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the trip by which the applicant wishes to leave. Applicants should apply in person for their passes to the PROVOST MARSHAL at Head Quarters Office between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong 26th January, 1915. [207]

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 16th February, 1915. [682]

INTIMATIONS

NOTICE.

JUDGMENT CREDITORS of the Hong Hing Loong Firm of Hongkong, Contractors, who have obtained certificates of judgment against Messrs. PALMER & TURNER for the attachment of the debts due by them to the said Hong Hing Loong Firm are hereby informed that the sum of \$2,000 with interest which was paid by Messrs. PALMER & TURNER to the Underwritten on the 17th March, 1915 will be handed over by the Underwritten to Mr. Fung Hon Pak, alias SHING TAK TONG unless legal proceedings are commenced in Hongkong for the recovery of the said sum by any of the said creditors before the expiration of one month from this date, and at the same time notice of such proceedings is given to the Underwritten.

GEO. K. HALL BRUTTON, Solicitor for the said Fung Hon Pak, alias SHING TAK TONG.

Hongkong, 16th June, 1915. [683]

YOUR DULL SAFETY BLADES.

NEED NOT BE THROWN AWAY.

75 Cts. Send them to our Expert Razor Cutter. He will re-sharpen any make of Safety Razor as keen as new. He sharpens everything.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 16th June, 1915. [667]

MESSRS. KOMOR & KOMOR

EXHIBIT at their ART GALLERY Alexandra Buildings,

FOR 10 DAYS ONLY,

FORTY-FIVE SELECTED PICTURES

by

E. KATO.

An inspection is cordially invited.

KOMOR & KOMOR.

Hongkong, 8th June, 1915. [646]

FRENCH LESSONS

G. MOUSSON,

11, MORRISON HILL ROAD.

[602]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

[10]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, No. 6, BELLIOS TERRACE.

ONE GODOWN, No. 8, Barrows Street, Wanchai.

TWO GODOWNS, in Duddell Street.

"SHOENCLIFFE," Garden Road (Bowen Road level), 6 Rooms Furnished.

ONE LARGE SHOP, in Queen's Road Central (opposite Hongkong Hotel).

No. 2, CAMERON VILLAS, 62, Tze Peak (Furnished).

"WOODBURY," No. 4, Hankow Road, Kowloon.

No. 1, CAMERON VILLAS, No. 61, Tze Peak, Furnished. Immediate possession.

No. 3, DES VUEX VILLAS, 52, Mount Kellott, The Peak (Furnished or Unfurnished).

No. 26, BELLIOS TERRACE, with entrance on Conduit Road.

No. 27, BELLIOS TERRACE, with entrance on Conduit Road. In very good order.

3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road.

"MERTON," No. 6, The Peak, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, ELGIN TERRACE.

"HOGARTH," Austin Road, Kowloon.

No. 2, DES VUEX VILLAS, 51, Peak (Unfurnished).

ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.

No. 59, THE PEAK (CAMERON VILLAS Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 16th June, 1915. [643]

HOUSES TO LET

TO LET.

"HOMEVILLE," No. 133, Wanchai Road, 10-Roomed House, with Small Garden, Splendid View of the Harbour.

TWO GODOWNS at Wanchai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).

Apply—D. H. CARE OF "DAILY PRESS" OFFICE.

Hongkong, 14th June, 1915. [681]

TO LET—AT THE PEAK.

TILL THE END OF SEPTEMBER.

NO. 2, STEWART TERRACE.

Furnished and newly done up.

Apply—H. E. POLLOCK, Prince's Building.

Hongkong, 10th June, 1915. [68]

TO LET.

SPACIOUS GODOWN, No. 10, Lee House Street.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 9th June, 1915. [651]

TO LET.

HOUSES in TORRES BUILDINGS, Kowloon.

Apply to—SPANISH DOMINICAN PROCURATION.

Hongkong, 9th June, 1915. [601]

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 1st June, 1915. [615]

TO LET.

2ND FLOOR, No. 1, DUDDELL STREET, for Office or Dwelling.

Apply within

Hongkong, 1st June, 1915. [616]

TO LET.

BRITISH CONCESSION, SHAMEEN, CANTON.

JUST Completed: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation end July. Inspection invited.

Apply—T. E. GRIFFITH, LTD., Canton.

Canton, 28th May, 1915. [611]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—A. B. AVASIA, Care of E. PARANET, No. 1, Duddell Street.

Hongkong, 2nd February, 1915. [644]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next. English Baths and Kitchen ranges. Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.

"PENYHREW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Courts.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 4th June, 1915. [590]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [45]

TO LET.

THE GROUND FLOOR of No. 6, DES VUEX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 10th February, 1915. [273]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE PEAK "THE BETTER," 21, WONG-NEI-CHONG ROAD, GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's BUILDING, Second Floor, Overlooking Harbour.

Immediate possession.

Apply to—SHEWAN, TOMES & Co.

Hongkong, 3rd December, 1914. [39]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIVE-TH FLOOR, including Treasury in Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 2, Lee House Street.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [36]

INTIMATION

BY APPOINTMENT.

WATSON'S

DRY

GINGER-ALE.

FRAGRANT.

AROMATIC.

DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PINTS \$1.00 PER DOZ.

SPLITS 60 CTS. " "

TRADE MARK.

A. S. WATSON

& CO., LTD.

ERATED WATER MANUFACTURERS.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 18TH, 1915.

THE FUTURE OF MONGOLIA.

THE tri-partite agreement which, after protracted negotiation, has been concluded between Mongolia, Russia and China concerning the status and internal administration of Mongolia has been welcomed as satisfactory from all points of view. The outstanding features of the Agreement are that it secures the Mongolians in the enjoyment of the autonomy they have claimed since the Revolution in China; it also formally acknowledges Chinese suzerainty over the territory; and thirdly it secures the Russians in the continued maintenance of a buffer State, which one of the Press Correspondents in Peking says appears to be the climax of Russian ambitions in these regions. Before examining a little more fully the provisions of the Agreement, it may not be uninteresting to briefly recall the circumstances which led to the conference at Kienchi. It will be sufficient to go back to the year preceding the Revolution in China, for it was in that year that the growing trouble between Outer Mongolia and China became acute in consequence of certain military and administrative reforms introduced by the representatives of the Chinese Government. At the same time difficulties had arisen between the Chinese and the Russian Governments on matters relating to this region. China was being pressed by Russia to consent to a renewal on modified terms of the St. Petersburg Treaty of 1881, which provided for the re-establishment of Chinese authority in it and dealt with frontier and trade questions. The Chinese Government could not bring itself to agree to the Russian proposals and finally, tired of China's procrastination, the Russian Government in August, 1912, informed the Chinese Authorities that, as they would not negotiate the revision of the Treaty, Russia was compelled to consider the agreement of 1881 as remaining in force for

another ten years. Russia, however, offered to abolish the duty-free zone of fifty versts on the Russian side as from January 14th, 1913, and informed the Chinese Government that she would have no objection to a simultaneous abolition of the privileges in vogue on the Chinese side. Meanwhile the Revolution had broken out in China, and the Hutukhtu Lama of Mongolia seized the opportunity to declare his independence, and he was proclaimed ruler of Mongolia in December 1911. A formal announcement of this step was communicated to the Powers. Naturally the Chinese Government would not recognise the independence of Mongolia, any more than it was prepared to recognise the independence of Kwangtung. Finally the Russian Government was approached both by the Mongolians and the Chinese to act as mediator between them. Russia recommended in effect the recognition by China of Mongolian independence under Chinese suzerainty. The Chinese Government was not able to accept this advice, but at the same time was not in a position to enforce its will upon the HUTUKHTU LAMA. While the relations between the HUTUKHTU and the Chinese Government remained unregulated Russia recognised the independence of Mongolia by sending a special envoy to the HUTUKHTU's Government at Urga and negotiating a treaty of friendship whereby the Imperial Russian Government undertook to give its aid to Mongolia "in order that Mongolia may maintain its independence and preserve its settled organisations and also the right of having its national troops and of refusing to allow either Chinese troops or Chinese colonisation in its territory." The Convention secured to Russian subjects and Russian trade "the same privileges and rights as formerly enjoyed." These privileges and rights were set forth in a Protocol of some sixteen articles. Russian subjects were thereby secured in the right to freely live and travel in all parts of Mongolia, to conduct business, establish factories and arrange affairs with all individuals or companies, official or private; they had the right to import and export free of duty, and to conduct free trade exempt from all duties and taxes; they were given the right to lease or buy land in all towns and cities throughout Mongolia and establish commercial enterprises and manufactures, build houses, stores and godowns, and lease vacant land for agricultural purposes. This enumeration does not exhaust the list, but will suffice to indicate how ample and comprehensive these privileges and rights were. China in 1913 signified her willingness to accept the principles of the Urga Convention as a basis for the Conference which has just been concluded at Kienchi, and stipulated for a tripartite discussion of details. But before this Conference met relations between Russia and the Mongolian Government became very strained over a violation of the Urga Convention, the Mongolian Government having forbidden the Chinese in Urga to sell land to Russian purchasers. Relations between the two Governments remained strained for nearly six months, and the Mongols were reported to show an inclination to enter into closer relations with the Chinese. It was not in the circumstances surprising that the Chinese delegates when the Conference met in September last should have shown a disinclination to accept the general principles of the Urga Convention. They insisted on treating the whole question of Outer Mongolia de novo, and the Conference threatened to end in failure; but the delegates have persevered for nine months, with the result that an agreement has been reached which is deemed satisfactory to each of the countries concerned. Russia, certainly, has no reason to be dissatisfied, for all the privileges and rights she acquired by the Urga Convention are confirmed under the new tri-partite agreement. Mongolia is satisfied with the recognition of her autonomy and the right to enter into commercial and industrial agreements with other Powers; while China is gratified that her suzerainty in Outer Mongolia is definitely recognised by the Mongolian Government as well as by Russia. What seems above all to please the Chinese Press is the fact that the Agreement is the spontaneous result of patient discussion and negotiation and does not, it is claimed, represent concessions wrung from an unwilling Government by a threat of force. In reality, China has had to recognise existing facts by no means to her liking, because she is powerless to alter them; but she is compensated by the acknowledgement of her suzerainty. This, at least "saves face," and will count for much with the Chinese.

A mail for Europe via Siberia closes to-day at 4 p.m.

The Macao riches strike came to an end on Wednesday.

Major-General Kelly and Commodore Anstruther were interested spectators of the dragon-boat races at Aberdeen yesterday.

It has been finally decided to abandon the tennis doubles exhibition match which had been arranged to be played between the brothers Hancock and Nisbet and Kent.

For endeavouring to bribe a lunk who had arrested him with 100 rounds of revolver ammunition in his possession, a Chinese was sentenced to three months' hard labour at the Magistracy yesterday. He was also fined \$100 for having the ammunition in his possession. The bribe offered was a \$5 note.

A young Chinese servant girl has been sent to the hospital suffering from the effects of an assault committed upon her by her mistress. The woman was charged with the assault at the Magistracy yesterday, but upon Mr. Goldring's application the case was remanded for a week, bail of \$1,000 being allowed.

The engagement is announced between James Ewing Law, 2nd Lieutenant, 10th Gordon Highlanders, only son of the late Mr. Robert Law, of Shanghai, and Mrs. Law, of Woodford, Essex, and Dorothy Edith, only daughter of Mr. William Farmer, of Shameen, Canton, and Mrs. Farmer, Hampstead, London.

Mrs. Finlay Smith, of the Peak Hotel, has reported to the Police that she went into a Japanese curio shop in D'Aguilar Street on Wednesday, and placed her hand-bag on the counter while she walked around the shop to make a few purchases. When she returned for the bag a minute later it had disappeared. The contents are valued at \$13.

Criminal Sessions will be held to-day. There are six cases down for hearing, consisting of two burglaries, one robbery, one Indian who is charged with having documents containing seditious matter in his possession, one prisoner for having counterfeiting implements in his possession, and one for demanding money with menaces. With the exception of the Indian all the other prisoners are Chinese.

At the Magistracy yesterday the discovery of opium on board the str. *Pyrrhus* was mentioned. Sergt. Pincock stated that at 10.30 a.m. on the 15th inst. he boarded the vessel and in a recess below the ash-shoot on the starboard side, and covered by a quantity of five bars and old iron, he found ten tins each containing 28lbs. of opium. He informed the master and the chief officer of the ship of his find, but the opium was not claimed, and it will accordingly be confiscated.

THE WAR.

BRITISH ACTIVITY.

OFFICIAL BULLETIN.

A SECOND AIR RAID.

THIRTEEN WOMEN AND SIX CHILDREN KILLED.

FRENCH AND ITALIAN PROGRESS.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH ATTACKING GERMAN TRENCHES.

LONDON, June 16th.
10.00 p.m.

Field-Marshal Sir John French in a bulletin says:—

We captured last evening the German front line of trenches eastward of Festubert, along a mile front, but failed to hold them during the night against a strong counter-attack.

We attacked early to-day the enemy's positions northward of Hooge, and occupied the whole first line of a thousand yards and also part of the second line. We passed 157 prisoners to the rear by noon.

A German counter-attack was repulsed with heavy loss.

BRITISH AGAIN ACTIVE.

PARIS, June 16th.
2.10 p.m.

To-day's communiqué says:—The British yesterday took a line of trenches to the westward of La Bassée.

A GERMAN COMMUNIQUE.

WITH ADVERTISEMENTS.

AMSTERDAM, June 16th.

A Berlin communiqué reports important battles both in France and Russia, and British attacks in strong force northward of Ypres and also La Bassée. The communiqué admits a reverse at Ypres, but says that the battle continues. The British attack near La Bassée was made by four Divisions against the Westphalians, who were reinforced by the Prussian Guard.

Fighting is also proceeding between the Oise and the Aisne, and the report says that the French attempted to break through the Vosges in the valleys of the Fecht and Luch.

Fighting continues north west of Metzeral, and the communiqué claims in Balte, in Galicia, some progress westward of Lemberg, but admits Russian successes between the Dnieper Marshes and Zarnowo.

MORE FRENCH PROGRESS.

PARIS, June 16th.
2.50 a.m.

A communiqué confirms the report of Field-Marshal Sir John French, and adds: We have gained ground in Arras, notably next to Lorette and Souchez, and also at the Labyrinth, capturing prisoners and several mitrailleurs.

We have progressed on the Upper Fecht, capturing at Braunkopf 340 prisoners and a vast quantity of stores, rifles and half a million rounds of ammunition. Rheims has been again bombarded, particularly the Cathedral.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

THE "BRESLAU" SERIOUSLY DAMAGED.

PETROGRAD, June 16th.

It is now ascertained that the *Breslau* was seriously damaged in the Black Sea fight, and that some Turkish torpedo-boats were sunk, 12 Turkish officers and 80 seamen being drowned.

SUBMARINE ACTIVITY.

LONDON, June 16th.

The steamer *Strathgairn* was submerged off Pembrokeshire. The Captain and twenty-one of the crew were drowned.

AIRSHIP ACTIVITY.

(THROUGH REUTER'S AGENCY.)

ZEPPELIN BOMBS ENGLISH COAST.

THIRTEEN WOMEN AND SIX CHILDREN KILLED.

LONDON, June 16th.

A Zeppelin threw bombs along the North-East coast on Tuesday evening. Some fires started, but were extinguished.

There were fifteen deaths, and a similar number were wounded.

LATER.

The Press-Bureau announces that the casualties in the Zeppelin raid last night were sixteen killed, including a policeman, and forty injured.

There was a Zeppelin raid on another part of the North-East coast at 9.05 p.m. which resulted in the killing of five men (civilians), thirteen women and six children, and the wounding of forty.

GERMAN AIRSHIP BROUGHT DOWN.

PARIS, June 16th.

The French brought down a German airship at Noroy-sur-Ouche, and the aviators were taken prisoners.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

AUSTRIAN DEFENCES ON ITALIAN FRONTIER.

ROME, June 16th.

Reconnaissances have been made with a view to discovering the quality of the Isonzo defences. The trenches consist sometimes of several lines constructed of masonry and concrete, strengthened with metal plates and entanglements. Batteries are frequently found in observation caves.

The Italian wounded bear evidence of the use of explosive bullets by the enemy.

Heavy rains have modified the heat of the past few days. The health and moral of the troops are excellent.

An Amsterdam telegram states that the Austrian General Dankl says that at present no great blows are possible against Italy. "We must have patience," he said.

VIOLENT FIGHTING ALONG ITALIAN FRONT.

ROME, June 16th.

The Italians in the Tyrol and the Trentino continue the gradual occupation of the dominating points.

The Austrians in Carnia made more intense and more repeated attacks to break through Sessia Pass, which we still strongly hold. We also hold the ridge of Avoslaris and the Monte Croce Pass. Here the enemy developed a cannonade with great violence until dawn. The enemy were repulsed and pursued with the bayonet.

ITALIAN PROGRESS.

ROME, June 16th.

A communiqué reports successful operations along the whole front, including Trentino and Isonzo, where the Italians have consolidated their gains.

Mountaineers scaled the rocks at Montepetro in the night, and repulsed the Austrian positions at dawn, capturing 300 prisoners.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

FROM BALTIC TO DNIESTER.

CEASELESS AND FURIOUS FIGHTING.

PETROGRAD, June 16th.

Fierce battles continue from the Baltic to the Dniester.

A communiqué says:—The situation at Shavli remains unmodified. The Germans made an abortive night attack at Karejv, and made other isolated attacks northward of Przasnysz, which were successfully repulsed.

Fresh German troops have appeared in Galicia to make good General von Mackensen's losses. These new formations, which had hitherto not been seen on this front, resumed the offensive at Jaroslav and along the right bank of the San, supported by a very strong cannonade. We yielded some ground after three days' hard fighting along the right bank of the Lujaczowa and the Wiza.

We delivered successful counter-attacks on the Dniester, taking 20 officers and 1,200 men, with seven machine-guns. The Germans momentarily held Rogozv, but the Russians counter-attacked at dawn and retook Jouravkoff, capturing a heavy gun, with equipment, and artillerymen. The Germans here hoisted the white flag, and then treacherously opened fire.

The Russians thereupon annihilated them with the bayonet. The enemy continued his attacks on the Russian bridge-heads with strong forces and artillery.

We repulsed these, capturing over 1,500. We withdrew our front in the Czernowiz region beyond the frontier.

GERMANY'S EASTERN ARMY.

PETROGRAD, June 16th.

Military critics estimate the German forces operating on the Eastern front to total forty-five Army Corps, as well as twenty-six Austrian Army Corps and fifteen German Army Corps which are engaged in the operations against Lemberg, and seven in the operations in the Baltic provinces.

THE NEAR EAST.

(THROUGH REUTER'S AGENCY.)

ROMANIAN HONESTY.

PROVES EMBARRASSING TO TURKS.

LONDON, June 16th.

The Turks are increasingly embarrassed by Rumania stopping stores, ammunition etc. coming from Austria. The Rumanians have redoubled their efforts in this direction, and have just seized a complete goods train which was en route to Turkey with a double framework, investigation revealing concealed shells. All were confiscated.

Among the personal baggage of so-called German diplomatic couriers was found apparatus for dealing with poisonous gas. The Rumanians have seized thirteen such cases within the last few days.

GENERAL.

(THROUGH REUTER'S AGENCY.)

TO TAX WAR PROFITS.

LONDON, June 16th.

In the House of Commons the Hon. E. S. Montagu indicated that the Government would find some means of taxing war profits. It was something repugnant, he said, that there should be individual firms who were making more than they did in 1914 without any special taxation, and when everybody was asked to make sacrifices.

THE MUNITIONS MACHINE.

TRADE UNION SUPPORT.

LONDON, June 16th.

A conference of Trade Union representatives pledged themselves to support Mr. Lloyd George's scheme for transferring men from commercial work to the munitions factories. They also decided to do everything to prevent disputes throughout the country.

PRICE OF WHEAT.

LONDON, June 16th.

The price of wheat is falling, and is quoted at about 52s. to 53s. a quarter.

[HAVAS SERVICE.]

THE OUTPUT OF MUNITIONS IN FRANCE.

PARIS, June 16th.

President Poincaré and M. Millerand (Minister of War) paid a visit to the factories turning out war material in the Department of Loire, where they were impressed by the progressive efforts which are being made to increase the output to the utmost.

(THROUGH REUTER'S AGENCY.)

TERRITORIALS IN INDIA.

DAILY RATION ALLOWANCE INCREASED.

LONDON, June 17th.

In the House of Lords, Lord Islington announced that it had been decided to increase the daily ration allowance of the Territorials in India, and that the increase would take effect from the date of landing.

BRITISH STEAMER AFIRE.

BARCELONA, June 16th.

It is the *Queensland*, not the *Kingsland*, that is on fire in the port. The fire broke out during discharge of cargo, and was kept under by the port pumps and the local fire brigades. It is feared that the damage to the vessel is important.

A GERMAN PROPHECY.

AMSTERDAM, June 16th.

General Mackensen has telegraphed the Kaiser to the effect that he will recapture Lemberg before July 1st.

EAU-DE-COLOGNE.

One of the chief exports from the city of Cologne to France, Russia, England and various other countries is eau-de-cologne. It is also the most popular and most widely used perfume in Germany. There are two stories of the origin of eau-de-cologne, one being that Giovanni Maria Farina, who was born in 1682, at Santa Maria Maggiore, Italy, first started its commercial manufacture, and the other that John Paul de Feminis, who lived near Santa Maria Maggiore and married into the Farina family, first made it. At any rate, several families named Farina lived at Santa Maria Maggiore and knew the secret of making perfume, and the secret, according to a widespread tradition, was imparted to a member of the family by an Oriental. Eau-de-cologne was first introduced into Cologne through some of the many Italian who opened shops there for the sale of Italian silks, embroideries, work of art, perfume, etc. One or two of them were so successful in selling eau-de-cologne, which at that time was called "Aqua della Regina," that they finally gave up their other interests and began manufacturing it in large quantities.

This was at the beginning of the eighteenth century, and according to the United States Consul at Cologne, in 1740 one Farina opened a branch shop in Paris, where his perfume quickly became popular, and acquired the name of eau-de-cologne. As the French Court at that time led the world in fashion, the name became valuable and was retained. So with the manufacturer's name, Farina. Many Italians, who had since become naturalized, at once turned their attention to the manufacture of eau-de-cologne, and manufacturers who had no one named Farina in their family sent to Italy for a Farina, whom they made a partner, or else admitted into the firm some local man whose name was Farina, so that they could truthfully advertise eau-de-cologne made by Farina. There are now four manufacturers of the perfume in Cologne, and no less than twenty have the name Farina. Until a few years ago there were bitter trade wars between manufacturers, some claiming that others were usurping their names or their label, or the form and shape of the bottle and the packing. This has now been stopped owing to the German law of registration of trade marks, and each firm has its own distinctive label, even though many are similar. It is impossible to state the yearly output of eau-de-cologne. In Germany and France, among other countries, eau-de-cologne is not only used as a perfume, but it is also believed to have some therapeutic effect in cases of inflammation of the eyes, headache, and toothache, and is even taken internally for indigestion and palpitation of the heart. It is largely used, too, for sprinkling in baths and for refreshing the air in sick rooms.

There is no secret of the general process of manufacture. Eau-de-cologne contains pure alcohol as a base, and from three or four to seven or eight other ingredients, which are essences of fruits and flowers. Lemon and oranges as well as their blossoms are always used, with of course, other flower essences. Manufacturers state that even though quantitative and qualitative analyses should reveal the ingredients and their amounts, their perfume could not be copied, as their virtue entirely depends upon the order in which the ingredients are put together. The formulae of the different manufacturers are most jealously guarded, and only the head of each firm does the actual mixing, the secret being handed down from one generation to the next. The extraneous essences are bought in France and Italy, while the alcohol is manufactured in Germany. The best brands of eau-de-cologne are stored for varying periods so that the old bottles or others can be developed, just as they do in old wine, and the perfume are, therefore, naturally inferior. The general process of manufacture is simply, only a few steps being needed, except for filling, labelling the bottles and packing. The bottles and corks, as well as the labels and packing materials, are made in Germany and bought from manufacturers.

THE CHINAMAN'S HENLEY.

ROWING TO WAR-DRUMS.

A GRIFFIN'S IMPRESSION OF THE DRAGON-BOAT FESTIVAL.

Even now, in fancy, I can hear those war-drums booming out their regular deep tones, and find myself swaying backwards and forwards to the beat of an imaginary oar or paddle; and the excited cries of the myriads of oarsmen, mingled with the snapping and spluttering of crackers and the shouts of the people in boats—hundreds of them—and on the shore, still ring in my ears.

Aberdeen, in ordinary times, is a quiet, picturesque little harbour which seems to have withdrawn itself from the rush of seaborne commerce and chosen the prettiest spot in all the island to carry on its tame business affairs. Yesterday it was the most animated portion of the island, and gave itself over to the joys of a real Oriental Henley. The Thames regatta at once suggested itself—with just a few details absent—when my launch nosed itself into the bay. The water was filled with a variety of craft, ranging from pink and white paper junks to dapper British T.B.D.'s and a submarine, and they were all neatly arranged so as to form a good broad course for those aquatic centipedes to rush along: for when the dragon boats are being propelled at top speed one can just discern a long dark body, with multitudes of small legs which churn up the water as they force their sinuous frames forward in a gigantic effort to out-leg the other centipedes. The only anomalies which interfered with one whose imagination conjured up centipedes was that these particular specimens were singing and shouting all the way down the course, and above the din of voices rose the deep booming of the war-drums; and each time those drums boomed the legs kicked more viciously at the water, and the long dark body forced itself forward at greater speed. Yet, really, those imaginary centipedes were dragons with most awesome-looking heads, and green tails which wagged viciously, and the long bodies were full of brown and brassy men—fifty odd in each body—who strained and sang to the beat of the drums as if their lives depended on each deft sweep of the paddle. And the man who drummed his crew into action worked himself into a frenzy which was good to look upon—From the shade of a white awning—To a griffin, however, it was all very weird and fascinating, with its real Oriental setting and symbolical mystery.

Two dragons did all the racing, and the uglier of the two—a most aggressive-looking monster who seemed prepared to jump from the water and feast himself indiscriminately at any moment—won all the events. He had a long grisly beard, fearful eye-brows, and eyes which struck terror each time they were rolled. I do not know what effect ugliness has upon water, but this Blue-beard specimen of a dragon seemed to leap along, his crew cheered long and lustily, and the drums he carried forced the brown-bodied oarsmen to share the drum-man's frenzy. The beardless and less frightful dragon was manned by many a good crew, but he was always beaten at the post—perhaps just by that fear-provoking beard of his rival. And the latter was not at all modest in his victory. When he had beaten all-comers he held his ugly head higher in the air, obviously waved his head and wagged his long green tail, and then moved grandly up and down the course to receive the plaudits of Europeans and Orientals alike. I gave him a cheer, but, honestly, I wanted to do something—ungentlemanly to his big, green and red face, with its annoying crocodile expression.

As my launch left the bay it passed numerous wrecks; liners, sampans and junks battered almost beyond recognition. An hour or so previously they had been fine, handsome pink-and-white paper riders of the waves; but always doomed to be sacrificed to the water joss. This mysterious gentleman has now to watch over and guard the homes of the thousands of water-families who yesterday paid him such weird—yet very sacred—homage.

The Dragon-boat festival is the nearest approach to an annual regatta that the Chinese possess. It is held on the fifth day of the fifth moon, but the preceding days shadow forth the feast day as well. It took its origin in the commemoration of a virtuous minister of state whose remonstrances were unheeded by his unworthy sovereign, and whose only reward was degradation and dismissal, some 400 years B.C. He committed suicide, and on the first anniversary of his death the ceremony of locking for his body was commenced; it has been continued ever since, and has succeeded anniversaries ever since, and has resulted in this festival.

At this time, in such offerings were cast into the river by the fishermen who tried to recover the body. The dragon-boats are long narrow boats from fifty to one hundred feet in length, broad enough to seat two men abreast. The craft is propelled rapidly with paddles, accompanied by the sound of a drum and gongs which are placed in the centre of the boat. Impromptu races are got up, not unattended with accidents at times, as the boats are slight and dangerous when paddled by well-nigh a hundred excited Chinamen, wild with enthusiasm and unsteady with spirits. Large crowds of spectators line every vantage ground on the banks of the river; and prizes of no intrinsic value are often offered by them, and are eagerly contested for, the honour of winning carrying men on in their efforts; the crews are occasionally treated by wealthy hongs on the banks. For hours and days nothing is heard but the unceasing monotonous clang of the gongs, and the boom of the deep-toned drums in the numerous boats. Since the advent of plague, the Chinese think that the dragon-boats brought out and paddled about at, or near, the time of the festival will drive it away. This dragon-boat festival is one of the four festivals at which settlements of accountants take place amongst the Chinese; the others being New Year's Eve, occurring sometime in our January or February; the Moon Festival on the 15th day of the 8th moon in September or October; and the Winter Solstice Festival, a variable feast in the 11th moon, November or December. The Dragon-boat Festival is the second of the series occurring on the 5th day of the 5th moon, in June or July.

THE "LUSITANIA."

NO HEAVY LOSS FOR UNDERWRITERS.

INSURED IN A MUTUAL CLUB.

The *Time* understands that the loss of the *Lusitania* does not fall heavily on British insurance companies and underwriters. The liner was insured with the London and Liverpool War Risks Insurance Association (Limited)—a mutual association of shipowners—which reinsures 80 per cent. of its liability with the Government.

Though precise figures have not been published, the *Lusitania* was believed to have cost about £1,800,000 to build in 1907. She was insured against marine perils with companies and underwriters for £800,000 only, so that she has been lost through marine risks, the Cunard Company would have been a heavy sufferer financially.

The value to be placed on shipping for war risk insurance under the Government scheme is determined by certain rules. Shipowners are allowed to insure the original cost of the vessel minus depreciation at the rate of 4 per cent. per annum with, now, an additional 20 per cent. in view of the rising value of tonnage since the outbreak of war.

Assuming that the liner cost £1,800,000 to build, depreciation for her seven years of life, amounting to rather over £200,000, would have to be deducted, leaving the insured value at nearly £1,300,000. Under the concession recently allowed, the Cunard Company would have been able, on this basis, to insure with the war risk club an additional 20 per cent., bringing up the insured value to £1,555,000. While 80 per cent. of the total insured value is reimbursed with the Government, the war risk club retains itself the remaining 20 per cent. The London and Liverpool War Risk Insurance Association (Limited) is known to have had a considerable balance in hand, and even if at any time a call on its members should be necessary the amount of the call on individual owners should not be heavy. The value of the tonnage liable to assessment in this club at the outbreak of war was at least £30,000,000.

At one time—in December—when underwriters were quoting lower rates for war insurance than the Government—about £400,000 was placed on the *Lusitania* in the market. The premium acquired was 10s. per cent. for a round voyage of about a month. Then at the end of the year, when the Government reduced its rate from 40s. to 30s. per cent. for a period of three months, underwriters felt they could no longer compete. Since then no insurance on the hull had been placed in the market.

The *Lusitania* was never a large cargo carrier. She was, *par excellence*, a fast passenger liner. Such insurance as there was on what cargo she may have had on board would have been placed with the United States companies in New York. No doubt some of these may have reinsured part of their liability with British insurance companies in London and Liverpool. The loss, however, is not one which, so far as is known at present, is likely to affect the British insurance markets seriously. There was a report current that the liner was carrying a considerable consignment of diamonds. But no confirmation of this could be obtained, and a large shipment of stones from the United States to this country seems improbable.

There will be certain substantial insurances on passengers' baggage and on registered post.

The accounts of Whiteaway, Laidlaw & Co. for the year ended February 28 last show a profit of £107,652. The directors propose to pay a final dividend of 5 per cent., making 10 per cent. per annum, free of tax, on the ordinary shares—to carry to the reserve fund £29,323, making the reserve £100,000; to set aside £1,500 against contingent loss on Continental goods in transit or on any shares; to pay to the trustees of the Employees' Provident Fund £1,000; and to carry forward £11,472. For the preceding year the dividend was the same.

The Hon. Treasurer of the Allied Medical and Allied Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Mr. Chan Sin Ki:—
an Fat Hong £100
an Toong Kwai 50
an Toong Kwai 50
an On Insurance Co. Ltd. 50
an Wan Kam 50
Chung Taz Him 25

WAR NEWS.

THREAT TO COUNT TISZA.

A message from Budapest, via Switzerland, states that Count Tisza, the Hungarian Premier, has received a threatening letter from a Hungarian secret committee, calling upon him not to allow the departure of soldiers to the front. Many members of the Independent Party are also opposed to the departure of men above the normal military age.

At a tumultuous meeting held at the Royal Hotel several deputies declared that it was a crime to kill so many men without an object. One speaker said that neither Austria nor Hungary had any quarrel with Russia, and if Germany was at loggerheads with the Russians it was not business of the Austro-Hungarians. Another deputy said that the war would only satisfy the ambitions of certain persons.

WAR PRISONERS IN GERMANY.

INSUFFICIENT FOOD SUPPLY.

Herr Eugster, a member of the Red Cross Association, in reporting on his second visit to prisoners in camps in Germany, says that the weak point is the food supply. He said that in this respect he does not believe any improvement since his first visit. On the contrary, owing to the rise in the cost of provisions, the food of the prisoners has become worse. The German War Office allows only 7d. a day per prisoner for food, but the purchasing power of this sum is much less than it was three months ago.

All classes of prisoners, including doctors, complained of the food, especially the quality of the bread. Considering that Herr Eugster's reports are largely apologies for Germany and might almost have been written by a German, this admission is significant.

INSURED REGIMENT.

CITY OF TORONTO'S PROVISION FOR ITS MEN AT THE FRONT.

A message from Hartford (Connecticut) states:

An interesting situation has come to light here. It has been made public that one of the largest life insurance companies of this city has insured at its regular rates one entire regiment of Canadian soldiers and half of another, portions of the second Expeditionary Force being sent to Europe.

The 1,150 men to whom policies are issued are citizens of the city of Toronto, and the expense of the policies, which are twenty year endowments at 1,000 dollars (\$200) each, will be borne by the city for three years. At the end of that time the policies can be allowed to lapse, or can be kept in force by having the men make their own payments.

This is believed to be the first time that an insurance company has written insurance on an organized body of troops about to go into battle together.

HEROISM IN THE FIELD.

TYPICAL FRENCH INSTANCES.

The citations of a *F. Ordre du Jour* published in the *Journal Officiel* provide a continuous record of courage and self-sacrifice. Sometimes even the note of comedy is not lacking. Thus we find the following mention of the 6th Battalion of Chasseurs, who displayed conspicuous bravery since the beginning of the campaign. On March 8th he was carrying soup to his squadrons when he saw a German loaded with hand-grenades only a few yards from the trench. He blinded the man by throwing the pot of soup into his face, and then killed him. The *Bulletin des Armes*, which quotes this mention, remarks: "What a reception his comrades must have given him when he arrived without their soup!"

Among the many stories of pure heroism the following incident, recounted by the *Latranchant*, deserves a place of honour: "It was during one of our attacks. A young sergeant of the *chasseurs a pied* fell mortally wounded. His major, who was at his side, caught him as he fell, and, rising, the first words that came into his mind at such a tragic moment, asked him if he was suffering much. The sergeant opened his eyes and saw his officer. 'How lucky,' he said, 'that it was not you, my commandant.' These were his last words."

"GOTT MIT UNS."

A HARVARD PRIZE POEM AND ITS SEQUEL.

Professor Kuno Meyer of the University of Berlin has resigned his candidacy as Exchange Professor at Harvard University, an internationally distinguished scholar position which he was to have occupied at the American university next season, because of an anti-German poem printed in one of the student publications of the institution about two weeks ago. The poem, which Professor Meyer considers the crowning incident of a series of acts from Harvard University offensive to Germans, is as follows:

No doubt ye are the people: Wisdom's flame Springs from your cannon—yea from yours alone.
God needs your dripping lance to prop His throne.
Your gleeful torch His glory to proclaim.
No doubt ye are the people: far from shame Your Captains who deface the sculptured stone.
Which by the labour and the blood and lone
Of pious millions calls upon His name.
No doubt ye are the folk: and 'tis to prove Your worship of Virtue and of Love
Ye sacrifice the Truth in seeking gore.
Upon your altar to the Prince of Love.
Yet still cry ye who still in darkness plot:
"Tis Antichrist ye serve and not your God!"

THE BRITISH CENSORSHIP.

VAST WORK UNDERTAKEN.

Earl Russell in the House of Lords on May 1 asked in what circumstances a reporter was prosecuted for sending a report to a newspaper editor. Was a reporter, he asked, to be prohibited from sending to his editor news if it was of a character which a local officer thought undesirable? The powers given were arbitrary, and they should be exercised by those to whom they were entrusted with a little commonsense.

Lord Lucas desired, without saying anything to prejudice the appeal pending in the case referred to, to point out that cases of this kind were undertaken as being in contemplation of Regulation 18 under the Defence of the Realm Act. If it were of importance that information should not get to the ears of the enemy the best way was to prevent it being collected, and that was why the words "attempting to elicit" were put in the regulation. It was perfectly well known what the forbidden classes of information were, and the steps which had been, and which would be, taken in the matter could not be called arbitrary or excessive.

COMMERCE AND CENSORSHIP.

The Marquis of Crewe said he proposed to lay on the table a paper containing a considerable part of the information asked for by the House. He said that the prevention of financial and commercial intelligence getting to the enemy to our disadvantage. A very large part of the time of the Censors was occupied in the examination of financial and commercial messages, both by letter and by wire. There were three branches of the censorship, each administered independently, but all closely co-ordinated and under one supervision, namely:

A cable censorship.

A press censorship.

A post censorship.

CABLE CENSORSHIP.

The cable censorship was controlled by an officer of the General Staff. There were 520 cable and wireless stations in different parts of the Empire, as well as those in this country. This censorship had proved a very difficult one, but he hoped those who had been affected by it realised that they were suffering in a good cause.

Between 30,000 and 50,000 telegrams were censored every day in the United Kingdom. All cable transmissions which had reference to dealing with the enemy were liable to examination, whether sent or received by British subjects, Allies or neutrals.

There were about 150 cable censors in the United Kingdom and 300 or 400 in other parts of the Empire. A large part of them were retired military officers.

POSTAL CENSORSHIP.

When letters were sent to an enemy country they must be under cover addressed to a neutral country. Apart from letters from enemy and British prisoners in enemy countries, which were censored in the country of origin, the following categories of letters were censored:

Letters from those not only forming part of the Expeditionary Force, but within the area of military operations. All letters from and to certain foreign countries. Commercial correspondence. Press messages sent by cable. Newspapers. The following were exempted from Censorship: Letters to certain classes of persons. Letters to members of both Houses of Parliament.

All letters which passed the Censor had not necessarily been read. A great many were in more or less illegible handwriting, so that the reading of them became absolutely nauseating, and there was a temptation to let letters which ought to be read pass without close examination. Complaints had been made that a large number of letters from enemy countries had been allowed to pass. The Censor did not hold the view that the mere receipt of a hostile and possibly abusive letter was likely to undermine the loyalty of the recipient; therefore a large number were allowed to go by.

NEWSPAPERS AND PAMPHLETS.

No restriction whatever was placed upon the transmission to newspapers and dealers of newspapers in bulk from any country.

Newspapers sent to individuals were liable to be read. To some extent there was restriction on the distribution of pamphlets, and of those who desired to import into this country such pamphlets as were not of a character which at ordinary times would not be objectionable. There were 100 Censors of letters and newspapers, mainly civilians selected under the direction of the Press Bureau, after careful inquiry as to their character and integrity.

PRESS BUREAU.

The Press Bureau was under the control of the Solicitor-General, who had two principal assistants—Sir F. Swettenham and Sir E. F. Cook—and about fifty assistants, naval, military, and civilian. All Press cable messages passed through the Bureau and were censored in accordance with instructions from the War Office, the Admiralty, the Foreign Office, and other public departments. Articles and illustrations were sent by editors as a voluntary act. Those who published articles or illustrations without submitting them did so at their peril, and were liable to penalties under the Defence of the Realm Act. Confidential notices were issued by the different departments, and not by the Bureau, and the power of enforcing them rested with the departments.

Very few cases had occurred of the deliberate publication of news to which objection could be taken by the censors, while in a large number of cases editors had knowingly refrained from publishing information which might be regarded as dangerous. (Cheers.) The Earl of Portsmouth asked whether, if the stopping of newspapers was to prevent spies communicating in cipher, it was not easy for them to get their copies from newspapers.

The Marquis of Crewe agreed that the reason was that suggested, but pointed out that it was not easy to carry on a cipher correspondence through copies of newspapers bought from newspapers. The common cipher was by some system of marking the actual copy. It was easy to conceal written

matter in folded-up newspapers, and people were allowed to receive packets directed to private individuals, a large amount of correspondence might be carried on unobserved. As a matter of fact, a considerable number of private persons had permission to receive foreign newspapers.

The Earl of Salisbury thought that the work of the Press Bureau was now being done with less friction and more convenience to the public than at first. But he strongly urged that news which the public should have had had been withheld, such as the wonderful deeds of regiments in which particular parts of the country were too forested. What was more serious was the little compassed, such as great but inevitable losses. More had been told lately owing to criticism in the Press and Parliament. The censorship should not be used to prevent criticism of the Government or of members of it. He was sure that was the last thing the Government would desire.

The Marquis of Crewe replied that he could assure the House that it would be altogether contrary to the desire of the Government that criticism of them should be suppressed. He could assure Sir S. Buckmaster if any case of the kind had occurred; but he was sure of the answer.

PEACE AT THE POLLS.

THE LESSONS OF HISTORY.

Mr. Roland G. Usher, Professor of History, Washington University, Author of "Pan-Germanism," "Pan-Americanism," etc., contributes the following to the *San Francisco Chronicle*:

The new peace organizations now being established over the country have placed before the American people a distinct, practical, immediate issue: the use of a popular referendum as an immediate as well as permanent method of securing peace in Europe. They demand a vote by the people of the nations concerned on all treaties before they become finally operative and mean literally that no terms of peace are to be accepted which the people at large do not approve. It is clear that, if war has been caused by governments against the will of the people who wish for peace, these proposals will eliminate the method by which war and peace have been usually concluded. They would destroy the machinery.

But is the democratic control of the terms of peace by popular vote feasible? Is the machinery proposed likely to produce the desired effect—the direction of policy by popular opinion, the prevention of action by a part of the people contrary to the will of the majority? The nineteenth century has given us a certain amount of precedents regarding plebiscites and makes possible to say with some approximation that the great bulk of honest men in this country and in Europe are not at all willing to admit that a plebiscite affords a really accurate indication of popular opinion. It is perfectly clear that the present policies and the increase of armament have been often approved at the polls; Napoleon, Bonaparte and his methods were more than once accorded overwhelming majorities; and most of the present Cabinets, who are so largely held responsible for the war, were in office and are now supposedly maintained in it by men who claim to represent popular opinion expressed at the polls.

If the present constituencies were to vote on the basis of the present franchise in European countries, what different a result as to whether war or peace? If the electors with the ballot in their hands were not capable of electing by the present machinery men who would keep the peace, is there much probability that the same electors will be better able to judge the actual difficulties of an extraordinarily complicated situation than they were to estimate the capacity, intelligence and policies of the present administrators? A further claim, widely believed to be true, charges the war to the exertion of undue influence upon the governments by commercial interests devoted to the manufacture of munitions of war. Were it not for them the war might have been avoided. The assumption is plain that if the control of war and peace was in the hands of the electorate, these men would be powerless. Do we find good ground for such assumption in the experience of nearly all countries with the exercise of undue influence upon the electorate by corporations and political rings? The present influence of wealth upon the German Government is supposedly due to the franchise itself. Do we see in the United States, where manhood suffrage prevails, the interests helpless and incapable of furthering their ends?

After all, it seems reasonably clear that the real difficulty is not one of machinery. It is the people themselves who are at fault. They have now in many countries all the machinery necessary to take control of the government and its policy, or to have taken control if they had wished, when the war broke out. If they could be coerced into war against their wills by a small minority which influenced them to vote at the polls in affirmation of the present policies, can they not also be coerced at the polls by this same minority on the treaty of peace? If they were incapable of judging correctly the situation before the war, will they be more capable of voting upon it intelligently when presented to them in the shape of a treaty of peace? If money was used to create war, who received the money? Was it not the electorate? The real difficulty seems to be again that which we find so common in political and social reform: the belief that the community is already intelligent enough and well enough organized literally to take direct control of its own affairs. The experience of the nineteenth century has not demonstrated to students of politics the truth of this proposition. If it is not true in simple questions of administration in which ambition, hatred and prejudice play a small part compared to their influence upon foreign affairs and war, it will be relatively less true of the more complicated issues upon which the public mind is less amenable to reason and more easily swayed by prejudice, hatred and the opportunity of material gain.

For the test this precise proposition for the settlement of the difficulties of the nations by popular vote, does not the experience of the nations with the plebiscite afford a comparatively small expectations of its success as a remedy for the solution of their most difficult and most complicated problems?

SHIPPING IN PORT.

STEAMERS.

ANNA, Norwegian str., 1,617, T. Odner, 8th June—Bangkok 1st June, Rice and General.—Thoresen & Co.
BAMORA, British str., 1,977, F. G. Pittam, 8th June—Bombay 4th June, General.—Jardine, Matheson & Co.
CHANGSHA, British str., 1,463, P. C. Gambrell, 16th June—Melbourne 14th May, General.—Butterfield & Swire.
CHAOCHOW, British str., 1,145, Wolf, 14th June—Bangkok 8th June, Butterfield & Swire.
CHILDAR, Norwegian str., 1,102, N. Bjorh, 15th June—Bangkok 7th June, Rice.—Thoresen & Co.
CHINGCHOW, British str., 1,105, J. Doyle, 12th June—Karatsu 5th June, Coal.—Dodwell & Co.
CHITWEN, Chinese str., 1,177, Wm. Ross, 8th June—Shanghai 5th June, General.—Chinsee.
FOOLEE, Chinese str., 1,376, B. Mignoka, 14th June—Wei-hai-wei 10th June, General.—Chinsee.
FOOSHING, British str., 1,143, J. M. Hay, 14th June—Hongkong 11th June, Coal.—Jardine, Matheson & Co.
FUKURA MARU, Japanese str., 1,929, T. Okagaki, 13th June—Moji 7th June, Coal.—Mitsui Bussan Kaisha.
HAITAN, British str., 1,183, J. W. Evans, 16th June—Swatow 15th June, General.—Douglas Laiprak & Co.
HONGWAN I, British str., 2,060, J. Mason, 13th June—Penang 8th June, General.—Chinsee.
HONGWAN II, Chinese str., 1,423, Munro, 14th June—Tientsin 7th June, General.—Chinsee.
IOILA, British str., 3,402, R. S. B. Butler, 15th June—Calcutta 8th June, General.—David Sassoon & Co.
KUMAKATA MARU, Japanese str., 1,343, M. Tadokoro, 12th June—Karatsu 8th June, Coal.—Dodwell & Co.
KWANGTAI, Chinese str., Stewart, 12th June—Shanghai 8th June, General.—Chinsee.
KWONGSANG, British str., 1,428, W. F. Richard, 15th June—Shanghai 9th June, General.—Jardine, Matheson & Co.
LOONGER, British str., 2,053, B. L. Coats, 8th June—Daly 1st June, Coal.—Dodwell & Co.
LOONGSANG, British str., 1,093, W. G. G. Leask, 15th June—Manila 12th June, General.—Jardine, Matheson & Co.
MITSUBI MARU, Japanese str., 2,703, T. Nakamura, 8th June—Penang 31st May, General.—Dodwell & Co.
MANCHUKIA, American str., 1,363, A. Dixon, 16th June—San Francisco 18th May, General.—Pacific Mail S.S. Co.
NISSENO MARU, Japanese str., 842, Y. Nakano, 14th June—Bangkok 5th June, Rice and Timber.—Chinsee.
PYRKHUS, British str., 4,818, G. Rodway, 15th June—Singapore 7th June, General.—Butterfield & Swire.
TAIHEI MARU, Japanese str., 2,123, T. Mozouchi, 13th June—Dairen, Coal and General.—Mitsui Bussan Kaisha.
TAIWAN MARU, Japanese str., 1,145, H. Sakai, 13th June—Touane 10th June, General.—Dodwell & Co.
TEAN, British str., 1,561, Trowbridge, 11th June—Manila 8th June, Sugar and General.—Butterfield & Swire.
TJIKINI, Dutch str., Lap, 23rd May—Batavia and Saigon 19th May, General.—Java-China-Japan Lijn.
TJITAROEM, Dutch str., 8,000, J. N. Bouman, 13th June—Muntok-Java 20th June, General.—Java-China-Japan Lijn.
TONGLEK, Chinese str., 882, M. Honda, 13th June—Bangkok 4th June, General.—Chinsee.
TUNGSHAN, British str., 2,590, G. W. Muir, 10th June—Chingwantao 3rd June, Coal.—Dodwell & Co.
UNKEI MARU, Japanese str., 988, J. Kamakura, 1st June—Yokohama 25th May, Coal.—Mitsui Bussan Kaisha.
WIMBLEDON, British str., 2,207, Cantell, 12th June—Chingwantao 8th June, Coal.—Dodwell & Co.

ORDER AT ONCE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, ETC.
FOR THE YEAR
1915.

INDISPENSABLE TO EVERY BUSINESS MAN.

TO BE OBTAINED FROM THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy owing to changes incidental to the War.
Hongkong, 16th March, 1915.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the

English Mail; also Table of the

Yearly Approximate Average

for 36 years.

FROM 1874 TO 1908.

PRICE 25 CASH.

On Sale at the DAILY PRESS Office of

Local Bookellers.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to DELA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
From Hongkong: Connecting with "KAT HIAWAR" 17th July.
From Colombo: 17th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to DELA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:
From Hongkong: "SALAMIS" 30th June.
"MADAWASKA" 25th August.
FIRST CLASS ACCOMMODATION FOR PASSENGERS
Fitted with WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamers Sails

LONDON & LIVERPOOL ... "NETHERBY HALL" ... On 23rd June.

MARSEILLES & LONDON ... "CITY OF RANGOON" ... On 26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
GENERAL AGENTS.

Hongkong, 15th June, 1915. [363]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops capable of lifting 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS, 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	—	—	JAVA	17th June.
* TJITAROEM	JAVA	14th June.	SHANGHAI	2nd half June.
TJIPANAS	SHANGHAI	24th June.	JAVA	25th June.
TJILATJAP	JAPAN	2nd July.	JAVA	3rd July.

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 10th May, 1915. [8]

THOS. COOK & SON.

TOURIST. STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED,

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHINA OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. [585]

